

TOPIC **Laerz Airfield**

EVALUATION **PLACE OBTAINED** 25X1

DATE OF CONTENT

DATE OBTAINED DATE PREPARED **10 February 1953**

REFERENCES

PAGES **2** ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. On 7 December 1952, a sentry wearing black-bordered blue epaulets and armed with a submachine gun was posted at the barrier of Laerz-Vietzen road. The barrier which was closed was located directly behind the bridge over the Mirow-Canal, when seen from Laerz. Passers-by who detoured the barrier were not hindered from passing.
2. Trucks [redacted] and jeep [redacted] were observed entering and leaving the field. 25X1
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3. Between 10 a.m. and 2 p.m. on 1 December, individual flights were made by two type-29 planes [redacted]. No air activity was observed on the following days prior to 14 December. On 3 December, aircraft [redacted] at the field included 21 jet fighters and 2 Po-2s on the dispersal area at the canal, 23 jet fighters and 10 Yak-11s on the dispersal area near the flight control station, 5 type-29s near the flight control building, and 8 MiG-15s on the dispersal area for the alert flight. Except between 10 a.m. and 2 p.m. on 20 December, there was no air activity at the field during the period from 15 to 28 December. Individual take-offs were made by four jet fighters at intervals of about 30 minutes. 25X1
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4. Between 1 and 19 December, the runway was not cleared of snow. It was covered by snow about 10 cm deep by mid-December. At 6:30 a.m. on 19 December, the snow was removed by a snow plow towed by a prime mover and 150 Russians who were equipped with snow sweepers and brooms. Work was in progress prior to nightfall and was resumed at 6:45 a.m. on 20 December. The first take-off was made by a swept-back jet fighter at 10:15 a.m. on 20 December.
5. During the second half of December, the Kotsow-Mirow road was being widened. While construction work was under way, the road was not serviceable and the road barriers were unguarded.

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6. In early December, 22 shrapnelproof aircraft revetments were under construction near the fuel dump. On 3 December, 14 revetments were completed.

7. On a day in mid-November, a type-29 plane [] was towed from the dispersal area near the flight control station to the eastern end of the runway. The towing vehicle was occupied by four soldiers in addition to the driver. A little later, the pilot left the low wooden building north of the bunker at the east end of the runway. During the period of air activity on this day, the four soldiers were observed at the eastern turning apron. Besides these four soldiers who were engaged in the take-off procedure, no other personnel were observed except for the sentry near the alert planes, who was relieved twice between 10 a.m. and 2 p.m. The sentries were quartered in the earthbunker next to the low wooden building. At 2:10 p.m., the plane was towed back to its dispersal area and the four soldiers were again observed on the towing vehicle. A small car, which was believed to be a starting carriage, probably remained at the east end of the runway. Since no other planes were used for air activity on this day, [] the four soldiers were assigned as maintenance personnel to the plane observed.

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1. [] Comment. Laerz airfield is occupied by the headquarters of a fighter division and two fighter regiments. These three units are equipped with a total of about 52 MiG-15s and 5 type-29s. It is believed that each fighter regiment is equipped with about 24 MiG-15s and the division headquarters with 2 to 4 MiG-15s. The large number of Yak-11 trainers is probably connected with the arrival of young pilots. [] During December, there was little air activity at Laerz airfield as at other airfields in East Germany.

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